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THE HONGKONG DISPENSARY.

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HONGKONG, 10th June, 1903.

How little intention the Russians really have of retiring from Manchuria is evidenced not only by the constant increase of their forces in that country, and the steps they are taking all the while to make their footing there permanent, but also by the determination shown to oust foreign trade. Even in such a small matter as the export of timber from the Yalu district they have seen fit to interfere. The Weihaiwei Gold Mining Company, Limited, recently sent an order to the Yalu for timber for use in the mines, but the Russian military authorities refused to allow the order to be filled. As a matter of fact, Russia not only holds Port Arthur and district, she has established herself on the Yalu and at Newchwang, and has no apparent intention of evacuating the country, all statements to the contrary notwithstanding. The process by which the Russian Government set about this work of annexation is a simple but effective one. They instruct their officers to continue a forward policy, and when the seizure of a city, district, or province has aroused the ire and subsequent protest of other Powers, they meet it with a polite disclaimer of any aggressive intentions. When various high-handed acts showing what the intention of the Russian officers plainly is, by which further remonstrances are evoked, are met with fresh disclaimers and the action of the Russian officers is solemnly repudiated, the Powers begin to think that the Government of the Tsar is actually sincere in its promises. But as time runs on, and no attempt is made to fulfil the pledges, an uneasy notion arises that the Powers are being fooled, that Russia is really in sympathy with no Power, and that she is merely bent upon

making herself paramount in China. Still nothing is done beyond protests being entered. The allies—Great Britain and Japan—are loth to make a *casus belli* of the infringement of the Treaty by Russia, as she is continually engaged in explaining that the action of her officials is not intended to be what it seems; that she is only engaged in protecting the Trans-Siberian Railway, &c., &c. They know that these explanations are utterly false, that the wily Muscovite is merely engaged in trying to throw dust in their eyes, but they do not feel prepared to provoke a great war by retorting that she is a liar and a fraud and knows she is, and so the game goes on. How far Russia is to be permitted to proceed with her little game of showing that black is white it is difficult to say. The position of the allies is an awkward one. They find it almost impossible to draw a hard and fast line at which they can say to Russia—“Thus far and no farther shalt thou come,” because the circumstances are peculiar and embarrassing. It might be easy for Russia to place them in the wrong, and the struggle that would be involved by forcing on the issue is so large and serious that they hesitate to incur the odium and responsibility for so deadly a conflict. At the same time it would seem that the limit of the forbearance of the allies has been well nigh reached, that though they may be prepared to make sacrifices there is a point beyond which they are not willing to go, and if that point be reached the fat will be in the fire and the blaze in Far Eastern affairs near at hand. It is, however, to be hoped that all the resources of diplomacy will be exhausted before any appeal to the arbitrament of the sword is decided upon. It is not a light thing in these days to incur the responsibility of letting loose the dogs of war.

With reference to the statement made in this journal yesterday that an European case of plague had occurred on the P. & O. S. N. Co. steamship *Valetta*, we are glad to be able to announce now that the report was incorrect. We are informed by the Company that the only man removed from the *Valetta* was a Frenchman *Tinlal*, a native, the cause of whose illness was uncertain when he was removed. As our information was derived from the Sanitary Board return dated the 8th instant we must of course disclaim all responsibility for the error. That return stated that case 1,051 of this year's plague epidemic occurred on the s.s. *Valetta* in the Harbour and that the sufferer's nationality was European. As the statement caused considerable apprehension and as there was current in the Colony yesterday morning a further rumour to the effect that the *Valetta* was back in Harbour with five more cases on board, we readily give prominence to the assurance that the vessel is expected to arrive duly in Singapore on Thursday morning and that there is nothing known to justify the current stories. That such should arise is perhaps a natural sequel of a certain uneasiness in the public mind, which, however, events cannot be said to justify. But we cannot explain the ascription of European nationality to the patient removed to hospital from the *Valetta*. It is very undesirable to have the list of European sufferers swollen by incorrect additions to the number.

In the Supreme Court yesterday the hearing was continued of the *Causeway Bay Dairy* case.

Three excursions to Macao in connection with the Feast of St. Anthony are advertised for Sunday next. Particulars will be found in another column.

Official returns have been published of the number of Japanese in Siberia at the end of last year. In Vladivostok there were 2,996, in Nikolaisk 544, in Khabarovsk 201, in Nicolaisk 250, and in Blagovestobensk 203.

We have received from A. Fong, photographer, 100, House Street, a copy of a group taken after the opening of the new plague branch of the Tung Wah Hospital by H.E. the Governor on Saturday last.

The funeral took place at Happy Valley yesterday of Chief Officer Henrich, of the Norddeutscher-Lloyd steamer *Taichow*, who shot himself through the head in his cabin the previous day. Family troubles are supposed to have been responsible.

Two Chinamen were committed for trial at the Magistrate's yesterday by Mr. F. A. Hasleland on a charge of attempting to obtain 35 bags of sugar, value \$560, from a shop at 172 Wing Lok Street, on a forged document purporting to bear the shop mark of Bismarck & Co. The shopkeeper's suspicions were aroused by seeing loitering outside his door, the while another man, arrangements for the taking over of the sugar, a man who had called earlier to ask if that particular kind of sugar was kept in stock. A *folet* was despatched to Bismarck & Co. to ascertain whether they had ordered the sugar, and the reply being in the negative, the defendants were arrested, in spite of an attempt to get away when they saw the game was up.

The English mail of the 9th ult., was delivered in London on the 6th inst.

A plague-infected rat has been discovered in Sydney, and the authorities are taking measures to prevent a recurrence of the epidemic.

An U.S. cutter ran down a Moro native craft the other day and captured both ammunition and supplies supposed to be intended for the Philippine rebels.

We learn from the latest Bangkok papers that hand that rain was plentiful there at the end of last month and the threatened drought is therefore at least postponed.

The latest police order is that every member of the Force shall take a three-grain quinine pill every morning before breakfast. It appears that some of the inspectors are finding their work cut out for them in making the men swallow the medicine.

The Russian Minister in Seoul is reported to have notified the Korean Foreign Office of the appointment, recently intimated, of Baron Ginsburg to the management of the Russian Forest Company in Korea. The Minister said the operations of the company would be commenced shortly.

A medical man says it is a wonder that more European women do not contract plague than actually do. European ladies invite contagion, he says, by wearing long dresses which sweep the street and raise up dust that in all probability contains plague germs. When will they learn to wear short, sensible walking-skirts and to leave off those bacilli-breeders—openwork stockings?

According to a despatch to the *Osaka Asahi*, the Chinese Resident Minister in Tibet telegraphed to Peking early last month that 143 men, apparently Russian engineer troops, had entered the eastern part of Tibet. They are, he reports, making preparations to settle themselves there permanently, and are surveying the adjacent plains. The inhabitants are stated to be much alarmed.

Local opinion, says the *Malay Mail*, is divided as to the wisdom of imposing the 800 per cent export duty on tin ore. People interested in mining deny that the United States consumes 70 per cent of our tin, and many express an opinion, says that journal, that the decision should have been arrived at a year ago before the American Company purchased land, erected buildings, and engaged a staff.

Manila will have a theatrical attraction commencing last July, at the Zorrilla Theatre, Mr. Levy, the lessee of the house, has closed with Mr. Pollard, a brother of the Lilliputian manager, and the first of the month will see the new Farce-Comedy Company on the Zorrilla boards. The attraction booked by Mr. Levy has made quite a hit through Australia, British North Borneo, and other eastern countries through which the company has passed.

Writing on the 15th May the Bangalore correspondent of the *Times of India* says:—On the old polo ground, this morning, Brigadier-General Elixon presented China Medals to two British officers, nine Native officers, and 240 rank and file of the 9th Madras Infantry, who had served in China with the Hongkong Regiment, since broken up. Three companies of these Punjabis have been absorbed by the reconstituted 9th Madras Infantry. General Nixon addressed the recipients in appropriate terms, and in excellent Hindustani.

A travelling preacher has lately been lecturing in Singapore upon the interesting subject of “Who's the Devil?” We do not quite gather that he was located in Singapore, but the preacher nevertheless dwelt particularly on the eight classes of people going from Singapore to elsewhere. The eighth class was composed of all liars, “of whom the number is large.” Visitors to Singapore should profit by this warning, unless they wish to renew later the acquaintances there formed.

It is said of the late Robert Browning that he used to greet friends, and the newly presented as well, with a story; as in the case of a young admirer whom he relieved of the embarrassment of a first conversation with this: “The Chinese Ambassador is here. I have been introduced, and a member of his suite was specially mentioned as a poet. I asked him what kind of verse he wrote, and he said he practised the composition of enigmas. ‘By Jove!’ I thought, ‘a brother of my own!’”

Their Royal Highnesses Prince Rupprecht and Princess George of Bavaria paid their visit to the Emperor and Empress of Japan at the Imperial Palace, Tokyo, on the 19th ult. The Emperor returned the visit of the Princess on the same afternoon, at Suiba Palace, which had been set apart for their use, and personally decorated both the Princess with the Grand Cordon of the Chrysanthemum Order. Prince Rupprecht, it may be of interest to state, is in Legationist circles the heir-apparent to the British throne, being the eldest son of Princess Louis of Bavaria, the Jacobite Queen Mary.

It is not long since the transformation was made by the Mitsui Bussan Kaisha of its steamer *Kachidato Maru* into a warship for Korea. The vessel, the *Nagasaki Press* learns, is still lying at Cheorupo, not yet having been transferred to the authorities. It appears that the Korean Government has no longer a desire to own the vessel, and desires to be rid of its contract on payment of a sum in compensation. The Mitsui Bussan Kaisha will not agree to this, and are pressing the authorities to take delivery. The recent resignation of the Korean Minister of the Army and Navy was, it is said, a direct result of this affair.

Cholera is reported to be dying out in Manila. On the 3rd inst., only one case was reported.

The province of Capiz, Island of Panay, P.I., has been devastated by a severe storm reported to be the worst ever known in the history of that country, in which nearly every house in the province suffered damage and the loss to the inhabitants amounts up into hundreds of thousands of dollars, the corn, abaca, and coconut trees being uprooted and destroyed.

Dr. Dominador Gomez Jesus, the leader of the Workingmen's Union, has not yet been arraigned for preliminary trial, says the *Manila Times*. Judge Roddo stated that he would notify the respective counsel when the defendant would be arraigned. It is rumored that the delay has been caused in securing the required array of counsel for Dr. Gomez.

The English authorities have invited Swiss marksmen to take part in the next annual shooting competition at Biele on July 14th. The Swiss have accepted the invitation and are sending eight of their best marksmen. The same eight have never yet been beaten. They carried off all the first prizes at the shooting competitions held at the last Paris exhibition.

General Macdonough, who commanded the C.I.V. during the war, has been appointed treasurer of the Semi-Theatrical Association. The propaganda of “No drinks between meals” is spreading so rapidly in England that the secretarial work has outgrown the capacity of Mr. Nye, the Hon. Secretary, at 35, Chapel Street, Belgrave Square to deal with it in the office he lent. It has therefore been decided to take an office in some central part of London.

A New York telegram of 4th inst. to the *Manila Cables* says that a hurricane of unusual force struck the bay of Valparaiso, Chile, resulting in the loss of one hundred lives and twenty ships. No information has been so far received as to the class of vessels destroyed, but as Valparaiso is one of South America's most important shipping points it is expected that many of the sailing vessels in the coast-wise trade have been blown ashore and wrecked by the fury of the storm.

On the 29th ult., in the Yokohama District Court, judgment was delivered in the case brought by Mr. Hiyoki, Administrator of the estate of Moriizumi, Heisamun & Co., against Mr. Mitchell and Mr. Davis of Messrs. Samson, Samuel & Co., claiming the return of the fund contributed by the bankrupt firm toward the Formosan campaign business. The defendants were ordered to pay to the plaintiff the sum claimed, 225,250 yen, with interest at the rate of 6 per cent per annum, computed from the 20th April, 1902, until the date of the performance, the costs to be borne by the defendants, that portion produced by participation in the suit to be paid by the participant.

THE PLAGUE.

Yesterday's plague returns show a total of 26 cases of which no less than nine are European. Five more cases were removed from H.M.S. *Ocean*, one was taken from the *Star Hotel*, one from 60, Queen's Road East, and one from the filter-bed at Richmond Road. A Japanese case was found at 123, Praya East and an Indian policeman was brought to hospital from Shantak Station. All the other cases, of which eleven were fatal, were Chinese. Nine dead bodies were “found.” Yesterday, a lady was removed from a local hotel supposed to be suffering from the disease in a mild form, but it is now said she is coming out of hospital again immediately, and that it is not a case of plague.

NAVAL MOVEMENTS.

H.M. sloops *Algerine*, *Madina*, *Basario* and *Vesal* and the cruiser *Thetis* are now on the Yangtze; the cruiser *Amphitrite* is at Weihaiwei; the cruisers *Cressy*, *Eclipse* and the battleships *Goliath* and *Ocean* are en route to Weihaiwei; the sloop *Phoenix* is at Labuan; the sloop *Rinaldo* is en route to Hongkong; the gunboat *Sandpiper* is on the West River; and the cruiser *Talbot* is in Japanese waters.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR JUNE.

The following cards were returned:—

CAPTAIN'S CUP.		
Mr. C. A. Parker	33	18 = 75
Mr. E. J. Grist	84	5 = 79
Dr. W. B. Draw	84	15 = 79
Mr. C. P. Chater	97	16 = 81
Mr. E. V. D. Parr	97	15 = 82
Mr. T. C. Gray	99	17 = 82
Mr. C. E. H. Beavis	88	2 = 86
Mr. J. Johnstone	92	5 = 87
Mr. W. J. Gresson	111	16 = 95

19 entries.

FOOL.		
Mr. C. A. Parker	83	18 = 75
Mr. E. J. Grist	84	5 = 79
Mr. C. P. Chater	97	16 = 81
Mr. E. V. D. Parr	97	15 = 82
Mr. T. C. Gray	99	17 = 82
Mr. C. E. H. Beavis	88	2 = 86
Mr. J. Johnstone	92	5 = 87

11 entries.

LATEST STEAMER MOVEMENTS.

The steamer *Kita*, from New York, left Singapore on the 5th inst., via Manila, and is expected here on the 18th inst.

The s.s. *C.P.E. steamer Taiter*, which left Hongkong on the 6th ult., arrived in New York on the 6th inst.

The A.L. steamer *Moravia* left Moji for this port yesterday, p.m.

The N.Y.K. steamer *Sado Maru* (European Line) left Shanghai for this port on the 8th inst., p.m., and is expected here to-morrow.

The N.Y.K. steamer *Kumano Maru* (Australian Line) left Kobe via Nagasaki and Moji for this port on the 9th inst., and is expected here on the 16th inst.

TELEGRAMS.

REUTERS SERVICE.

MR. MICHAEL DAVITT ON THE MASSACRE AT KICHINEFF.

LONDON, 7th June.

Mr. Michael Davitt, who has been to Russia investigating the recent massacre of Jews at Kichineff for a New York paper, writes to the *Times* describing the outrages at Kichineff “such as to make the devil blush for shame.” He declares the massacre was largely due to the dissemination of reports of the murder of Christian children by the Jews for ritual purposes, and appeals to the Tsar to issue an ukase, which should be read in all the churches throughout the empire, declaring this ancient superstition to be an atrocious calumny on the Jews.

COLLISION OFF MARSEILLES.

LONDON, 7th June.

The *Fraissinet* steamer *Insulaire* and *Leban* have collided off Marseilles; the *Leban* sank. Twenty-nine corpses have been recovered.

HOSPITAL SUNDAY.

LONDON, 7th June.

The King and Queen and the Prince and Princess of Wales attended the Hospital Sunday service at St. Paul's yesterday.

CORRESPONDENCE.

MR. POLLOCK'S QUESTIONS AT THE SANITARY BOARD.

TO THE EDITOR OF THE “DAILY PRESS.”

HONGKONG, 8th June.
SIR,—In the answer given by the A. M. C. H. to Mr. Pollock's question No. 1, as to dead bodies found in public streets, I noticed that 37.5 per cent. of the plague cases were damped and that the figure is the highest compared with the returns for the last five years. The main reasons, I understand, are that the Chinese in this Colony are afraid of the Sanitary Board more than the pestilence itself, as they know too well that, if they report a plague case to the Sanitary Authorities, both the living and the dead are to suffer alike to a certain extent—either their property destroyed or, in many instances, valuable articles lost or stolen during the disinfecting operations, and that people living above and under the flat in which a case of plague occurred are also to share the same suffering by being forced to remain inside the house for a considerable time waiting for the arrival of the disinfecting gang for their “fortune.”

It is no wonder that the plague spreads in so rapid a manner, for the unfortunate occupants of the same house might very likely get infected while being forcibly confined there just to share the fate brought to them by the victimised. Such being the case, I can hardly enumerate how many of these unfortunate people, after having been unconcernedly impregnated in a plague-infected house for a very unreasonable time, have actually contracted the disease and run away from the Colony just to die peacefully elsewhere. It is exceedingly lamentable to picture such a scene of which many of your readers, especially the draftsmen of the By-law, might have absolutely no knowledge. It is now gratifying to learn, however, that Mr. Pollock, having at last realised the fact that some of the sanitary measures are too drastic altogether to be carried out, has now proposed to the Board that only the furniture and clothing of the persons on the same floor in which a case of plague occurs are to be disinfected in future. The Chinese should give Mr. Pollock great credit for his timely suggestion and thank him for his pains in taking up in detail the various points raised by “Anti-Dumping.”

The A. M. O. H. has also mentioned that the Board are now offering compensation for articles destroyed during disinfection, which seems a very wise course; but I should like to know how many of those disinfecting inspectors and their underlings have been informed of the Board's intention. I should suggest that these inspectors and the whole gang of coolies should be held responsible for damages done to all articles, and that the necessary compensation should be paid out of their salaries and wages, and not from the Government, so that they may know that by unreasonably throwing away other people's money, they themselves have to lose something as well.

Apologising for taking up so much of your space.—Yours, etc.,

HUMANITY.

Another German-American “difficulty.” The German Agricultural Society is sending out some picked men to study American farming, and has tried to save them and the Fatherland from the nagal awkwardness of a debut by issuing written instructions on points of dress and behaviour. The author of the circular seems to have gone to the American comic journals for his information. “The American,” he says, “wears light trousers, a leather belt, a shirt, and a light jacket.” This perhaps may prevent the German from “parading Broadway” quite shirred, but it will not keep them from leaving their “wastecosts, collars, boots, and socks” at home. An official German always carries out his instructions to the letter, and New York is anticipating a curious sight when the gang-plank is lowered and the distinguished representatives of German agriculture walk down it, clothed in their “truly American” suit. But what has hurt most is the statement in the circular that nothing smokeable can be bought in the United States for less than ten cents (fifty pennings), and that the delegates had therefore better bring their cigars with them.

VICTORIA RECREATION CLUB.

The annual meeting of the V. R. C. will be held on Thursday, 18th inst., at 5.30 p.m., in the Gymnasium.

In the annual report the Boathouse Sub-Committee (Messrs. W. A. Armstrong, G. A. Caldwell, and A. Denison) state that, at present the property of the Club comprises 5 four-oared boats, 6 tubs, 3 randan gigs, 2 dinghies, 1 half-tub, 36 four-oars, 14 double sculls, 2 single and 16 tub cars. The Committee have much pleasure in recording the awakened interest in rowing and trust to find a like interest in the next rowing season. The Boathouse boats and cars are in very satisfactory condition; the four-oars have recently undergone a thorough overhaul; new cars have been ordered from home which we expect will arrive here early in September. The *Re-atta* (the 46th ft) under the auspices of this Club and Hongkong Boat Club—was held on the 10th and 11th December, 1902, and we have much pleasure in recording the cordial co-operation of the Hongkong Boat Club on the invitation of your Committee. The English crew again carried off the International, and the Boat Club the Challenge. The holder of the season 1902-1903 of the Championship Challenge Cup, presented by the Hon. H. E. Pollock, K.C., late Chairman of the Club, for the greatest number of wins during 1902-1903, is Mr. F. D. Bain, who has 6 wins. Those interested in rowing are indebted to the Hon. F. H. May, C.M.G., for presenting a handsome cup, entitled “The Hongkong Challenge Cup.” This to be voted for yearly by representative crews from the competing Clubs, and as before stated was won by the Hongkong Boat Club at the last Regatta. The conditions are as follows:—Cup presented by Hon. F. H. May, C.M.G. For four-oars. The Cup to become the property of the Club or unit of His Majesty's Forces which wins it three times in succession or five times in all. Amateur crews representative of any amateur rowing, leading, yachting or aquatic club in Hongkong or China, or of any portion of His Majesty's naval or military forces stationed in Hongkong or China, to be eligible to compete. The best thanks of the Club are due to Lady Blakes for kindly presenting the Regatta prizes.

The Bathhouse Sub-Committee (Messrs. T. Meek, W. A. Crane and M. McEwen) say that the bathhouse has maintained its popularity with the members and no falling-off has been noticed in this part of the Club, in spite of its remote situation. They regret to report the sudden death of Mr. Yow, in whom the Club had lost a faithful and hardworking man. At the Aquatic Sports held on 5th, 6th and 7th September the Colony championship was won by Mr. N. H. Alves and the Club championship by Mr. M. A. Baranack. Considerable interest had been manifested in water polo throughout the season, and the Committee had to record with satisfaction that the Club team successfully defended the shield after some very hard games with the naval and military teams. It was also satisfactory to note that the standard of play was improving very much and the n.a. Club teams were more difficult to beat than in former years. The Committee hope that young members will come forward and enable the Club to enter at least two teams for the approaching competition. The best thanks of the Club are due to Mrs. Robinson for kindly presenting the Aquatic Sports prizes.

The Gymnasium Sub-Committee (Messrs. E. M. Hazleard, W. S. Bailey and A. Redger) report as follows:—The Committee regret to report that the Gymnasium was blown down by the typhoon of August, 1902. It has since been rebuilt, and the Club is now provided with a large and airy Gymnasium, and the Committee hope that the members will make more use of the same. During the time that the Gymnasium was down, a portion of the verandah of the Club House was converted into a Gymnasium, and Sandow developers, dumb-bells and Indian clubs were used by a few members; but the space was too limited to allow of any other exercises. A smoking concert was held in the Gymnasium and proved a great success.

The Bar Sub-Committee (Messrs. R. H. B. Mitchell and W. A. Crane) state that they cannot show a very satisfactory report for 1902; they only took over office in July, and for six months the bar had been run at a loss owing to the advance in prices of goods purchased. On the 1st August prices were advanced in the bar, and the latter five months of the year were fairly successful. The income amounted to \$4,618, leaving a balance of \$297 on the credit side.

CRICKET REFORM.

Lord Hawke, speaking at Northampton last month at a luncheon given to the Yorkshire cricket team, on the occasion of their match with a local eighteen, expressed disappointment that the proposal to increase the width of the wicket had not received the requisite two-thirds majority at the meeting of the Marylebone Cricket Club. He said that it seemed to him that cricket reform was at a standstill. Many gentlemen of standing and of ripe experience in cricket and of a certain age connected with the Marylebone Cricket Club thought that the leg-before-wicket rule should be also altered. Present-day cricketers fought against that proposal, and it was defeated. Now present-day cricketers had advocated a change in the width of the wicket, which the public and many cricketers had not supported. It had been suggested that the widened wicket should be tried in the two big matches of the year between the Gentlemen and Players, but he did not think that would help them to see whether the reform would be a good one or not. If a trial was necessary, it would have to be tried throughout the country and throughout all classes of cricket.

NORTHERN NOTES.

The following notes are from the P. & T. Times down to the 29th ult.:

The Russian authorities propose to start an English newspaper at Port Arthur to support Russian interests in the Far East.

General Wogack has been appointed to the Tan's personal suite.

M. Waser, Russian special Envoy to Corea, is said to have been presented with a purse of 10,000 by the Korean Government on going home.

The Russian and Austrian Ministers arrived at Tientsin on the 23rd, en route to Peking. Their Excellencies travelled by the Siberian route and were only two weeks from Moscow to Tientsin.

The Korean Government is said to have wired to the Governor at Wijn to instruct all Russians in that district to leave immediately. We can quite fancy the order being carried out.

Prince Ching's mental anxiety continues to afflict him for his duties and he has been granted further leave. Most of the members of the Government may be expected to have family bereavements or alarming health symptoms at this juncture.

From Tokyo to Tai Wen-chon the Peking Syndicate is said to have expended Tls. 183,000 in land purchase for the railway line. Surveys are now being made beyond Tai Wen-chon, and further purchases will be made in the autumn.

The grave-yard of a certain Prince in a district south of Peking is reported to have been robbed and the coffins opened recently, the matter being urgently reported to the Peking Prefect. The robbers obtained a large quantity of gold and jewelry from the coffins.

Some trouble has occurred in the Henan College, the students all leaving on account of some undue harshness on the part of the principals. The Governor investigated the matter, censured the teachers and persuaded the students to return.

Tsao Tai Yung-yu, the son-in-law of Sheng Tzai, who died some three weeks ago, rashly offered to refit the Summer Palace with electric light at his own expense. Since his death, which occurred quite suddenly, Eunuch Li and Prince Ching have suggested that Sheng carry out his late son-in-law's intentions. Sheng is now somewhat seriously considering whether sons-in-law are not rather a mistake.

An editorial article says:—"The monetary situation remains much the same, save for the inevitable tendency to get worse so long as things are left to drift. The officials and leading commercial men in whose hands it rests to make some arrangement, are steadily working to get hold of some ready money. They believe they have satisfactorily settled the question of instalment repayments now, and the present scheme is to obtain from two of the foreign banks an advance of 1½ millions on the security of the local guaranty, who will themselves raise another 1½ million, and then to get the 1 million promised by the Government, making 4 millions in all. This would doubtless cause temporary relief, but it is questionable whether it would do more. We have no great confidence in any scheme which does not bear more directly on the reestablishment of sound credit in business circles."

THE CRISIS IN KWANGSI.

In spite of the assertions of Governor Wang Chih-chun of Kwangsi that he has restored order in the province, news still constantly arrives from private and independent sources in Kwangsi alleging quite the contrary. If what is stated in the following letter from a reliable source, which we now translate, is to be believed, Governor Wang Chih-chun's troubles are only just beginning. "The rebels of Kwangsi are daily getting stronger, especially in the vicinity of the prefectural city of Kweilin, the capital of Kwangsi, namely in the districts of Yining and Hsiangnan. Here the rebels, unlike other bands, conduct the government of the two cities, collect regular taxes after the style of foreign municipalities, enlist troops, and drill, pay, and arm them after foreign methods. A perfectly regular, peaceful, and beneficent government rules the region comprised within the areas of the two districts and there is not a single official of the Manchu dynasty in them, while the inhabitants appear quite contented at their lot. Strict discipline is enforced amongst the rebels by the officers, who give all their commands in English, while the arms and ammunition used are of the most modern. These are constantly arriving, being brought by friends and partisans from the neighbouring provinces, so that there is now a very large accumulation of the best of arms and ammunition for a numerous and formidable army. In fact the region spoken of above has been apparently chosen as the headquarters of the rebellion and the men there are to form the nucleus of a great army for the conquest of the Empire from the Manchus. There is immense enthusiasm amongst the rank and file of the so-called rebel army in Yining and Hsiangnan, which counts a great deal in a movement like this. As soon as everything has been prepared and ready for active hostilities, the mandarins will find the present one ten times more formidable than the former Taiping rebellion. With the ratings which have so far taken place throughout the province of Kwangsi, desultory and scattered as they have been, every one already knows that the mandarins have invariably been unable to deal, and that they have been again and again defeated and put to flight by these wandering bands of rebels and disbanded soldiery. What then must happen when in places of these scattered and badly led and still worse organised bands the mandarins find themselves opposed by an army which is just the contrary of what has gone before?"—N.C. Daily News.

AMERICAN OPINIONS ABOUT MANCHURIA.

The New York correspondent of the Times gives a number of quotations from papers in the United States with regard to Russian diplomacy in Manchuria. The writer says, under date 6th May:—

The American Press feels itself under no obligation to imitate the diplomatic snailiness of the State Department concerning Russia's disposal of her meditated piracies in Manchuria. It uses the language of plain-speaking men in everyday life. If there were a journal disposed yesterday to accept Russia's professions at their full value it was the Sun. But the Sun to-day publishes a London despatch, which is so printed and placed as to have editorial weight, declaring that the text of the documents sent to you from Peking "constitutes complete proof of Russia's bad faith," adding—"The denials made three days ago by the Russian Ambassadors in Washington and London were nothing less than insults to the American and British nations in their shameless mendacity." This writer considers that a "crisis has arrived, created by the unprincipled conduct of a Great Power." Russia has violated all the conventions and tacit understandings of conduct which govern relations between civilized communities. Hence there is need of new action. American trade interests alone might be ignored. "No considerations of trade or commerce are likely at the present day to drive America and Great Britain into that combination which the rest of the world so much dreads. An issue as great and fundamental as that which Russia has raised might do so. Nay, it should."

The Sun, which gives these counsels to the public, is, perhaps, the latest of important American journals to support Anglo-American friendship. The New York Times, also recent in its political affection, quotes and applauds your phrase which "described the bewilderment of Western Europe and America at the Oriental diplomacy of Russia, saying that these Russian diplomatic procedures were incomprehensible to nations which mean what they say and expect others to mean what they say." And Russia is called on still to declare what she means. Side assurances to the United States are not enough. "One hopes Russia will be moved to express herself through diplomatic channels man to man or nation to nation, and say what she wants and what she means. Russia has not done so yet, but it is to be hoped that some among her statesmen may be able to see that it is desirable she should do so."

From all which it is evident that the American public do not believe the Russian denials but do believe that she did make those demands on China which your Peking correspondent and the American Minister both say she did, and do believe that M. de Platon acted by Imperial command. The Tribune's opinion, expressed as before ironically but plainly, is the same. "Russia's statements, which it will be pleasant to hold as entirely sincere, was a repudiation rather than a denial." In other words, it is believed here that M. de Platon has been thrown over and that Russia stays her hand for the moment, only to renew her aggression at a more convenient season.

Another correspondent writes:—"If one may judge from editorial articles published in the newspapers of this and other cities during the last two days, Americans have finally made up their minds in regard to the latest Manchurian incident that Russian diplomats can go on making denials and giving assurances till they are black in the face; they will not be believed in this country. As the New York Times says to-day:—"We do not believe it a sufficient equipment of a diplomatist that he should be able to lie gracefully and effectively."

COLONIAL RESPONSIBILITIES: ANOTHER VIEW.

To the United Service Magazine Major P. A. Silburn, D.S.O., contributes an article, entitled "Imperial Defence and Colonial Responsibilities," in which the obligations of the colonies are treated with a certain freshness of outlook. Our contemporary has printed several articles on this important subject since the Conference, but perhaps the colonial point of view deserves to be more fully considered. Certainly the time is opportune for dealing with the question. We have seen the close of a big war in which our colonies rendered us substantial aid. As Major Silburn says, Imperial Federation can no longer be regarded as a mere dream. The war has helped to knit the bonds of Empire. We have complained in these columns that Canada, influenced by Sir W. Laurier, has not fulfilled her obligations to the mother country and the Empire. Major Silburn is not of this opinion, for he writes:—"Of all the colonial Premiers, Sir W. Laurier alone has grasped the idea of colonial responsibilities in time of war." Canada makes no money contribution towards the fleet, but according to this writer she does much for the Navy indirectly, since she is responsible for her land defence and fortifies her own harbours. Also, we are told, the colony is preparing to act as a food depot for the United Kingdom. Thus, as Major Silburn is pleased to argue, Canada in helping herself is materially assisting the Empire, whereas the other colonies, which contribute small sums towards the fleet, are actually doing far less. The argument is at least novel, and we do not remember that it was put forward in these terms by Sir W. Laurier himself. Major Silburn considers three points: (a) What are the defensive resources of the self-governing colonies? (b) What colonies are independent of Imperial assistance, and what residue of men and material can be spared to the Empire? (c) What colonies are dependent upon direct Imperial aid, and by what means may they be made independent?

Before embarking upon this enquiry the

writer gives the expenditure of the several self-governing colonies upon defence. He shows that Canada, for instance, maintains 40,000 active militia, at the cost of 1-33rd of her revenue. Now, several other colonies spend far more upon military defence, besides contributing to the fleet. Thus, Tasmania supports 3,000 volunteers, at a cost of 1-8th of her revenue; New Zealand, 17,000 militia, at a cost of 1-18th; Cape Colony, 8,000 volunteers, at a cost of 1-24th, and so on. It is not easy to see that these statistics bear out the author's contention as regards the Imperial spirit of the Canadians. Turning to the second point, we are told that Canada and New Zealand are the only colonies independent of Imperial aid. We find no support for this contention in the following passage:—"Canada spends a thirty-third of her revenue upon her defence; her seaboard and position in commerce, and her geographical position with regard to the United Kingdom must needs make that defence more Imperial than colonial, and it will be readily conceded that this colony is the first sound link in Imperial defence. As to surplus men and material, Canadian Ministers are of opinion that an admirable reserve of seamen could be formed." From this Major Silburn argues that Canada will completely fulfil her obligations by creating such a naval reserve. His meaning is obscure, but he implies that the mission of Canada will be to supply us with food in time of war by manning with her reserve a fleet of blockade runners. The argument is not sound, because we obtain the bulk of our food from America, and should continue to do so while at peace with that country. A state of war would not be the first gun, a great food depot for these islands. Besides, if it were so, Canada would still be feathering her own nest by selling us these supplies. Equally obscure to New Zealand. "Her position is secure," we read, "and her most generous contribution to the Empire's defence is her own independence of naval protection."

How can it be held that New Zealand will be independent of the protection of the Imperial fleet? We find no answer to this. The remaining colonies, Major Silburn says, are directly dependent upon the mother country. Their contributions towards the fleet in money, he argues, are really an embarrassment to us, by which is meant that we are required to tether a certain number of cruisers to the Australian coast. But no such condition is made, except by Australia, so that the contributions, though relatively small, are accepted by our Government as morally valuable. The money now handed over to the Admiralty would be better spent, in Major Silburn's opinion, in the defence of harbours, the training of Reservemen, and upon coal ports. So we read:—"For Australia to rank with Canada and New Zealand it is necessary she should make herself independent of the South Pacific squadron, train seamen for service in the Royal Navy, and fortify with modern armament all her ports." Any surplus available, he considers, might then be spent upon the proposed local Navy.

Again, it is argued that Cape Colony and Natal neglect their responsibilities by omitting to fortify their five ports on the route to the East. Should the Suez Canal be closed these ports would, no doubt, be crowded by our shipping, and Major Silburn evidently considers that fortified ports would safeguard these vessels. In reality only a strong fleet can safeguard them, which will be quite evident to most of our readers. Major Silburn holds that if the naval contributions of Natal and Cape Colony were capitalised and spent upon fortifications, then "the Navy would be strengthened by the squadron that will otherwise be used for the protection of South African ports."

Thus he reaches his remarkable conclusion that Canada is independent of our naval protection, whilst the colonies that do in some small degree contribute to the fleet are a mere embarrassment to the Navy. We observe, however, that the editor of the United Service Magazine dissents from these conclusions in a lengthy note. "To wear an air-cushion over the tip of the stomach," he writes, "might be a far from valuable, though purely local protection against the fist of a Hooligan; but to knock the assailant down would usually be found a more effective mode of defence." The objection is admirably put, for these proposed local fortifications would be nothing more than air-cushions, and the enemy would naturally elect to deliver his blow upon some unguarded portion of the anatomy. Yet there can be little doubt, in view of recent public speeches in Canada, that Canadian opinion has been guided into the belief that a few air-cushions and the local militia render the colony independent of naval protection against the Hooligan enemy. It is, indeed, an amazing and preposterous heresy, since Canadian shipping can alone be protected by a strong Navy. Yet it has seemed worth while to draw attention to this paper by Major Silburn, if only as an example of how lamentably the principles of naval defence may be misunderstood, even by men who have studied the art of war in another field.

The policy of colonial defence here advocated by a not undistinguished military officer would, if adopted, lead quickly to the disintegration of the Empire, and entirely check the new movement of Imperial Federation for defence. For, as several of our Ministers perceive, there can be no check, for at least many years to come, upon the ever-increasing cost of the fleet, and that heavy cost will ever burden us unless shared by the colonies.

BEWARE OF THE PARTY offering imitations of Macniven & Cameron's Pens "The Pickwick, the Owl, and the Waverley Pen." Sold at all Stationers. MACNIVEN & CAMERON, LTD., Waverley Works, Edinburgh. [2245-3]

ANGLO-PORTUGUESE RELATIONS.

The week of King Edward's presence in Lisbon was a week of domestic strife throughout Portugal. Nowhere were there any signs of anti-British feeling, the Times correspondent records. Even the Republican and Socialist organs fell cordially into line behind the official representatives of Portugal and the long-tried partisans of an Anglo-Portuguese alliance. Doubts and hesitations, the critical attitude in general, found no public expression. In conversation, however, it was easy to detect an undertone of patriotic anxiety as to the possibility of practical sanctions for the alliance. This anxiety assumed two forms. The patriotic Portuguese referred to were evidently putting to themselves the double question: How far, practically, can we count on England to honour her signature in the realisation of the offensive and defensive alliance which has recently been confirmed? Secondly, can we count on ourselves to make the most of the alliance?

The former question, while not meant to imply any doubts as to England's loyalty, yet revealed the natural susceptibilities of a little State, and its apprehensions lest a pact in which Portugal is now a proud and equal partner should be converted into a relationship implying the subordination of the weaker to the stronger Power. This fear has found unmistakable and honest expression, and it would serve no serious end to overlook it. It found characteristic utterance in the following passage from the *Novidades*:—"While we have defended the alliance with England as being for us the most logical, the most natural, and the most far-sighted arrangement possible, we have at the same time insisted on this formula, as the synthesis of our reflections on this subject—*aliados sem proteções não!* Our ideas have not changed. An alliance is a compact which is all to our honour; a protectorate would be humiliating subordination."

The thought that a result of the alliance might be supine acquiescence on the part of Portugal in a situation in which she would play the rôle of a protected England as a mark of Portuguese distrust of the Portuguese temperament itself. Herein lies the curious interest of the present situation. The Portuguese feel that the present moment is pregnant with fresh opportunities and duties. Yet they are so little self-confident to-day that they tremble at the thought that the occasions and opportunities now lying within their reach may be neglected from sheer lack of energy to seize and make the most of them. It is, however, no exaggeration to say that the international aspects of the present pact are, in patriotic Portuguese minds, infinitely less important than its possible contributions towards the internal regeneration of Portugal. A very eminent Portuguese said to the Times correspondent, he writes:—"If King Edward's visit were to strengthen our confidence in the old order of things here, this visit, instead of being an auspicious and beneficent fact, will have been for us a great disaster. We must change our whole manner of existence both political and administrative."

From the military point of view the question as to whether Portugal can count on England as a fact as to whether Portugal can count on herself form one, and have been recently answered in a very remarkable book entitled *A Defesa das Costas de Portugal e a Aliança Luso-Inglesa* (Lisbon: Fern. 1903), by an ex-Minister of War, General José Esteves de Moraes Sarmento. This monograph appeared during the week of King Edward's presence in Portugal and immediately aroused a discussion. So systematic an effort, indeed, to deal with the vital problems of national defence had not before been made here. Above all, thinks General Sarmento, the alliance is advantageous to Portugal in the economic and financial consequences which must inevitably follow for the regeneration of Portugal. A *sine qua non* of the durability of the alliance is that Portugal should be strong and respected. It must never for an instant drop to the position of a protected Power. An alliance implies reciprocal confidence in the capacity of resistance of the contracting parties. No country, in a word, whose finances are in the deplorable state in which are Portuguese finances to-day has a right to pretend to the honour of partnership in an alliance. The expenditure of public money in the construction of fortifications intended solely to protect the coasts of Portugal against invasion this writer regards as pure waste; for such a policy ignores the real nature of the problem—namely, the defence of Portugal is a partner in an alliance possessing international significance. The problem of Portuguese national defence, therefore, is not what it would be if Portugal were an isolated Power. Linked as she is to England, this problem must be considered in connection with certain facts of England's deficiencies as a military Power. General Sarmento devotes several suggestive chapters to the demonstration of the idea that British mobilisation is necessarily so slow that concentration of English troops in the Iberian peninsula would take at least a month. Portugal must, therefore, abandon all illusions as to the possibility of counting on England to maintain the inviolability of her Continental territory. She must be in a position to defend herself, and General Sarmento thereupon considers in detail all the probable forms of aggression of which Portugal may become the object. This prepares the way for the main point—namely, that, inasmuch as security of coasts depends on naval superiority, the fate of Portuguese coasts depends essentially on the maintenance of British naval supremacy. What, then,

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STIEMSEN & CO. Agents. Hongkong, 29th day 1895. [27]

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The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

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GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept FOREIGN and CHINESE RISKS.

HOTZ, SJACOB & CO. Agents. Hongkong, 1st September, 1902. [2327]

NORTHERN ASSURANCE CO.

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TURNER & CO. Agents. Hongkong, 14th January, 1903. [216]

PHENIX FIRE OFFICE

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DOUGLAS LAFFRAIK & CO. Agents for the Phoenix Fire Office. Hongkong, 17th August, 1897. [29]

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HOTZ, SJACOB & CO. Agents. Hongkong, 2nd April, 1900. [2]

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STIEMSEN & CO. Agents. Hongkong, 16th May, 1892. [28]

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BEWAN, TOMES & CO. Agents. Hongkong, 1st July, 1902. [179]

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Cash Security\$235,719
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WM. MEYERINK & CO. Agents. Hongkong, 18th May, 1903. [1449]

OWNERS OF HOUSES situated in the Western Division of the City of Victoria

who have not had their premises LIMED, WASHED and CLEANSED in accordance with Law are reminded that the period during which this work should be finished ends on the 30th day of JUNE, 1903; and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to STAMP OUT PLAGUE is determined to RIGOROUSLY PROSECUTE any owner in default after the above named date.

By Order of the Board, O. A. WOODCOCK, Secretary. Sanitary Board Room, 1st June, 1903.

Note.—The Western Division of the City lies to the West of Morrison and East Streets. [180]

THE STANDARD LIFE OFFICE.

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Hongkong, 29th May, 1903. [1565]

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With CHAMBER for 10 CARTRIDGES

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Hongkong, 3rd October, 1900. [46]

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Telephone, 232. Hongkong, 13th March, 1903. [3440]

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and should be accompanied by the cash or a remittance order for a fixed period to be continued or not, as the case may be.

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NEW ADVERTISEMENTS

EXCURSION TO MACAO.

GRAND PROCESSION—FEAST OF S. ANTHONY.

THE well-known "CHUKONG" will leave her usual Wharf (next to the Steamboat Company's Wharf) at 8.30 A.M., on SUNDAY next, the 14th inst., returning from Macao at 9 P.M. the same day.

Tickets, \$1.50 return, obtainable on board.

Hongkong, 10th June, 1903. [1680]

EXCURSION TO MACAO.

ON SUNDAY, the 14th JUNE, 1903, the S.S. "WING CHAI" will leave her Wharf, opposite Central Market, at 8.30 A.M., and return at 10 P.M.

Arrangements have been made with the Manager of Macao Hotel to provide an excellent Dinner and Dinner at reduced rate and Sea-bathing Clothes, &c., at a reasonable charge.

PASSENGER TICKET, \$2, including Tiffin or Dinner either on board or at Macao Hotel, \$3, including Tiffin and Dinner, \$4.

Tickets can be bought either on board or at SAM WANG CO., LD., 81, Queen's Road Central.

Hongkong, 10th June, 1903. [1681]

THE TRADE MARKS ORDINANCE, 1888.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that THE AMERICAN TOBACCO COMPANY, having a place of business at No. 111, Fifth Avenue City County and State of New York United States of America have on the 22nd day of May, 1903, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

A substantially circular disk or ring bearing or enclosing two smaller substantially circular disks or rings arranged side by side.

in the name of the said THE AMERICAN TOBACCO COMPANY who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following goods in class 43, viz:—

Tobacco whether manufactured or unmanufactured.

A facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 22nd day of May, 1903.

DEACON & HASTINGS, Solicitors for the Applicants.

1083]

ALIBERATION.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

NOTICE TO PASSENGERS.

FOR KOBE VIA MOJI.

THE Steamship "EASTERN" will be despatched as above TO-DAY, at Noon SHARP.

The Company's Launch will leave Ferry Wharf at 10 A.M.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th June, 1903. [1679]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAICHING" Captain Passmore, will be despatched for the above ports TO-MORROW, the 11th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 10th June, 1903. [1682]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "GREGORY APCAR" Captain J. G. Offert, will be despatched for the above ports on TUESDAY, the 16th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 9th June, 1903. [1687]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

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THE Steamship "CLAVERING" Captain Barton, will be despatched for the above ports on THURSDAY, the 18th inst., at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th June, 1903. [1678]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT" FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from the cargo.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

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DODWELL & CO., LD., Agents.

Hongkong, 9th June, 1903. [17]

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Hongkong, 27th May, 1903. [1598]

AUCTION PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (THURSDAY), the 11th JUNE, 1903, at 12 O'CLOCK NOON, at Godown No. 20 of the HONGKONG & KOWLOON WHARF & CO., Kowloon, One FURNACE, Twelve PILEYS Six SHAFES, &c., &c.

Inspection Order on application.

Terms:—As usual.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 5th June, 1903. [1634]

SPECIAL EXCURSION TO MACAO.

BY the newly built Steamer "KINSHAN" of the Hongkong, Canton and Macao Steamboat Co., LD.

Owing to the Feast of St. Anthony on SUNDAY, the 14th INST., the above Steamer has been chartered to leave Hongkong on that day at 8 A.M., returning from Macao at 10 P.M. Sharp.

Meals and Refreshments will be provided on board.

Among the passengers there will be a number of the members of Societate Philharmonica (Orchestra Band) and they have kindly consented to render some Musical Selections on route.

TICKETS can be had from 7 to 9 A.M., on board, on Sunday, the 14th inst., or from the International Hair-Dressing Saloon. Return Ticket, \$2.

Hongkong, 8th June, 1903. [1662]

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Hongkong, 21st May, 1903. [1499]

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31]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

LUTGENS, EINSTMANN & CO., Sole Agents for China.

Hongkong, 1st July, 1902.

HIGH-CLASS CHRISTMAS CAKES, decorated ... from \$1.00

Plain Christmas Cakes ... from \$1 to \$5.00

German Sand Cakes ... per dozen 0.80

Assorted Pastry Cakes ... per dozen 1.50

Scottish Buns ... per dozen 2.00

Prussian Stollen ... per dozen 2.40

Mince Pie ... per dozen 2.00

Chicken and Ham Pies ... from 3.00

Chicken and Ham Patties ... from 2.40

Gams Pies ... from 5.00

Christmas Puddings &c., to Order.

Please apply to WEISMANN & CO., 142, Praya East; ANGLO-AMERICAN STORES, 64, Elgin Road; or ROYAL BRATED WATER DEPOT, 1st House Street.

Hongkong, 19th December, 1902. [117—]

TO LET.

TO LET.

NO. 10, SEYMOUR TERRACE. No. 43, CAINE ROAD. Nos. 1, 2 and 3, CORONATION TERRACE.

And others to suit various requirements. S. A. SETH, Land and Estate Broker. Hongkong, 22nd May, 1903. [1396]

TO LET.

A ROOM in a Fully Furnished House at the Peak. One Gentleman required to make up a Mess of Four. Tennis Court and Garden. Apply—A. 17, Care of Daily Press Office. Hongkong, 25th May, 1903. [1529]

TO LET.

"DUNHEVED" and "STONEHAVEN," ROBINSON ROAD. Each with Six Spacious Rooms and a well-ventilated Basement (Servants' Quarters attached). Verandah, Tennis Court and a large Garden. Apply to—SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 8th June, 1903. [1655]

TO LET FURNISHED.

NO. 2, CAMERON VILLAS, PEAK. For Two Months from middle of June. Apply—H. W. BIRD, Palmer & Turner. Hongkong, 21st May, 1903. [1496]

TO LET UNFURNISHED.

NO. 33, CAINE ROAD. Available from 1st March. "COOMBE" MAGAZINE GAP. Available from 1st April. Apply—Daily Press Office. Hongkong, 16th February, 1903. [542]

TO LET.

"HARTLEY" and "WESTLEY," UPPER RICHMOND ROAD. "STONY BROOK," LOWER RICHMOND ROAD. Apply to—LAU CHU PAK, Care of A. S. Watson & Co., LD. Hongkong, 2nd June, 1903. [150]

TO LET.

NO. 17, SEYMOUR ROAD or WOODLANDS WEST to Rent from 15th JUNE. Apply to—E. H., Care of Daily Press Office. Hongkong, 16th May, 1903. [143]

TO LET.

NO. 4, CONDUI ROAD. New House. Four Large Rooms. Immediate Possession. Apply to—AHMET RUMJAHN. Hongkong, 6th June, 1903. [1641]

TO LET.

NO. 3, STEWART TERRACE, the Peak. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 5th April, 1903. [1108]

TO LET.

NO. 7B, DUDDELL STREET (Godown). No. 5, STEWART TERRACE, PEAK. Furnished, from 5th June to 31st August, 1903. "WESTBOURNE VILLA," NORTH BONHAY ROAD. No. 1, CAMERON VILLAS, MOUNT KELLET. Nos. 7, 11, & 18, BELILIOS TERRACE, Newly Painted and Colourwashed. "BISNIE VILLA," POKFULUM ROAD, Land on sea front, Kowloon Marine Lot No. 3, and admirably suited for the storage of coal. For terms and particulars, apply to—L. INSTEAD & DAVIS. Hongkong, 8th June, 1903. [1104]

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Coal. Also Land for Coal storage. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st March, 1903. [109]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD. EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbor. For terms, apply to—MRS. G. SACHSE, "St. George's House." Hongkong, 17th March, 1903. [632]

"SAVOY HOUSE," 3, LOWER CASTLE ROAD.

BOARD and LODGING. Comfortably Furnished Rooms. Quiet and Healthy Locality. Apply to—A. SPIELER. 1st June, 1903. [1557]

BOARD AND RESIDENCE.

MRS. GILLANDERS, "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th March, 1903. [915]

"TANG YUEN," BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation. Apply—MANAGERESS, Macdonnell Road; or FAIRALL & CO., Queen's Road. Hongkong, 2nd March, 1903. [691]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to—MRS. MATHER, 2, Fodder's Hill. Hongkong, 1st January, 1892.

TO LET.

WOODLANDS VILLA EAST.

Seymour Road. Six Rooms Semi-detached House. Good View of the Harbour. Apply to—DALMADA & MILLAR, 16, Des Voeux Road Central. Hongkong, 19th May, 1903. [1465]

AT THE PEAK.

TO BE LET OR SOLD. UNFURNISHED HOUSE, ten minutes' walk from Tram Station. Four Bedrooms. Apply to—DENISON, HAM & GIBBS, 17, Queen's Road Central. Hongkong, 9th June, 1903. [1670]

TO LET—KOWLOON.

THREE ROOMS, with Verandah (including Gas), No. 2, BARROW TERRACE, Granville Road, Kowloon. 5 minutes from Ferry. \$50 per month. Apply on premises. Hongkong, 5th June, 1903. [1629]

TO LET.

A DETACHED BUNGALOW, with Tennis Court, at the Peak. Furnished or Unfurnished. Immediate Possession. Apply—D. B., Care of Daily Press Office. Hongkong, 5th June, 1903. [1631]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. Apply to—H. N. MODY, Victoria Buildings. Hongkong, 2nd December, 1902. [82]

TO LET.

FLATS in MORETON TERRACE, LANSWAY BAY, facing the Polo Ground. No. 2, RIFON TERRACE (in FLATS). GODOWNS at BOWENHOF (PRAYA EAST). HOUSES in LIGHTON HILL ROAD. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th June, 1903. [71]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE," Corner houses, MAGAZINE GAP. Apply to—SPANISH PROCUROUR. Hongkong, 1st January, 1903. [73]

TO LET SHORTLY.

FURNISHED HOUSE, PEAK ROAD. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LD. Hongkong, 8th June, 1903. [1040]

TO LET.

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods. Apply to—W. LYSAGHT, 102, Wanchai Road. Hongkong, 15th April, 1903. [1153]

TO LET.

OFFICE, Airy and Commodious, No. 2, QUEEN'S BUILDING, 3rd FLOOR. Apply—ON THE PREMISES. Hongkong, 30th March, 1903. [1897]

TO LET.

"ERNSFOOT," UPPER RICHMOND ROAD. Apply to—DEACON & HASTINGS, 10, Queen's Road. Hongkong, 30th October, 1902. [76]

BROWN, JONES & CO., MONUMENTAL AND ORNAMENTAL MASONS.

Have on View and for Sale at their Marble Yard, ITALIAN MARBLE Statuary Figures, Angels alongside Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also AMERICAN MARBLE Crosses and Headstones; and ABERDEEN GRANITE Crosses and Headstones. For adults and children's graves. CEMETERY MEMORIALS made to any design in Italian and American Marble and Hongkong Grey and Blue Granite. Special attention paid to LETTERING in ANY STYLE OR LANGUAGE in imperishable lead, lead cement, gold, or black. All work and material guaranteed to be the best and most durable. Prices to suit the times. Designs on application. Orders from outports carefully and promptly executed. Office—No. 17A, Queen's Road Central, 1st Floor, Marble Yard—No. 18, Morrison Hill Road, Hongkong. Hongkong, 9th January, 1903. [3462]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods. Wm. PARLANE, Manager. Hongkong, 18th November 1901. [65]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Dealers in MARBLE and GRANITE MONUMENTS. No. 1, QUEEN'S ROAD EAST. Estimator, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1902. [1186]

CHOY FONG, 翠.

Manufacturer of best quality of Preserved Ginger and Sweetmeats of all kinds at Moderate Prices. It has been discovered that some people have imitated the trade-mark and name of our firm, so that our customers should be very careful against buying inferior goods bearing the imitations mentioned. 8, Sai On Lane, Shek-Tong-Toi, or enquire Joe Tek Sang Hong, 18, Bonham Strand West. Hongkong, 14th April, 1903. [1145]

NOTICES OF FIRMS.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR. Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier. Hongkong, 1st May, 1903. [1321]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership hitherto existing between JOHN WARREN KINGHORN and DONALD MACDONALD was DISSOLVED by mutual consent on the Thirty-first day of December, 1902, and that since that date the business of the former firm of KINGHORN & MACDONALD has been carried on by DONALD MACDONALD in the firm's name of KINGHORN & MACDONALD.

NOTICE IS FURTHER GIVEN that as from this date the said business will be carried on by DONALD MACDONALD under the style of MACDONALD & CO.

ALL DEBTS due to or by the late firm of KINGHORN & MACDONALD will be received and paid by DONALD MACDONALD. Dated this 26th day of May, 1903. [1554]

SHIP'S SURGEON.

AN EDINBURGH MEDICAL CERTIFICATED DOCTOR (L.R.C.P.) is open for Engagement on Local Steamers, or any Medical Establishment. Apply by letter to—MEDICAL, Care of Daily Press Office. Hongkong, 9th June, 1903. [1668]

WANTED.

AN INSURANCE CLERK under 30. Apply by letter stating Experience and Salary to—CUACO, Care of Daily Press Office. Hongkong, 4th June, 1903. [1620]

FOR SALE.

A COPY OF THE "ENCYCLOPEDIA BRITANNICA" (The "Times" Reprint). In 25 large Quarto Volumes: Half Morocco Binding; Perfectly New and in A1 Condition. The only Standard Work of Reference in the English Language. Price, only \$250.00. Apply to—"LIBRARY," Care of Daily Press Office. Hongkong, 22nd May, 1903. [1595]

ROYAL BRATED WATERS MANUFACTORY.

If you want a drink of health, If 'tis true that health is wealth, If you'd take your proper place, If for health you'd join the race, Always with a smiling face: Where you can get good drink I guess, Pure water we always use, Reserves many from which to choose, Our list of drinks will you amuse. Apply to—F. P. DANENBERG, Manager. Factory & Office—West Point; Telephone 367; Depot—Lee House Street; Telephone 374.

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD

IS GANDY'S

ALSO LARGE STOCK OF DODGE WOOD SPLIT PULLEYS.

GRACE & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton, Chinese Customs, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or list class reference. [1113]

WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44. Excellent arm for Travellers in the interior of China as well as Officers of Coast S (as men ALSO CARTRIDGES IN STOCK. LUTGENS, EINSTMANN & CO., 14, DES VOEUX ROAD. [2742]

NOTICE.

WANG HING, JEWELLER, has REMOVED to No. 14, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY and WILSON) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO. Hongkong, 23rd March, 1903. [472]

PURE FRESH WATER

THE HONGKONG STEAM WATERBOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W. J. W. KEW, Manager. 1st Floor, 37, Connaught Road. Hongkong, 19th June, 1902. [14]

CHEONG SHING, GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS. Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C.

Wholesale: 67, Holborn Viaduct, E.C.

Apply to **KELLY & WALSH, LD., SHANGHAI AND HONGKONG.**

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMSHIP	DUE
GLASGOW and LIVERPOOL.	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL.	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL.	"MACHAON"	On 12th July.

HOMEWARDS.		
FOR	STEAMSHIP	TO SAIL
LIVERPOOL, LONDON and ANTWERP.	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP.	"ANTENOR"	On 23rd June.
LIVERPOOL, LONDON and ANTWERP.	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP.	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP.	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP.	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP.	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.
The s.s. "TELEMACHUS" has arrived, and leaves for Japan and Pacific Ports on the 10th inst.
The s.s. "OANEA" left Tacoma on the 14th inst. for Kobe and Hongkong.
For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
[10-13]
Hongkong, 9th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	TO SAIL
SHANGHAI	"HUNAN"	On 10th June.
YOKOHAMA and KOBE	"CHINGTU"	On 15th June.
CEBU and ILOILO	"WUCHANG"	On 18th June.
MANILA	"SUNGKIANG"	On 17th June.
TIENSIN	"KWEIYANG"	On 18th June.
MANILA	"CHINGTU"	On 4th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unvalued Table, A. daily qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
[11]
Hongkong, 10th June, 1903.

TOYO KISEN KAISHA MANILA LINE.

Regular Service
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	E. P. Bishop	3869	Friday, 12th June, at 11 A.M.
"ROSETTA MARU"	N. Tate	3878	Wednesday, 17th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
[478]
Hongkong, 8th June, 1903.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.		
STEAMSHIP	DESTINATIONS	SAILING DATES
STRASSBURG	HAVRE and HAMBURG	On 20th June. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG	On 1st July. Freight.
NUENBERG	HAVRE and HAMBURG	On 15th July. Freight.
WURZBURG	HAVRE and HAMBURG	On 29th July. Freight & Passengers.
BADENIA	HAVRE and HAMBURG	On 12th Aug. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.
[131]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOI, KOBE and YOKOHAMA FOR PORTLAND, OREGON.
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS CAPTAIN TO SAIL ON
"INDRASAMHA" 5,197 R. P. Craven June 14, 1903
"INDRAVALLI" 4,899 W. E. Craven July 14, 1903
"INDRAPURA" 4,899 A. E. Hollingsworth Aug 14, 1903
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
[14]
Hongkong, 25th May, 1903.

FOR CHEMULPO AND PORT ARTHUR.
(Calling at SHANGHAI and DALNY.)

THE Steamship
"SULLBERG."
Captain Meyer, will be despatched for the above ports on SATURDAY, the 13th inst., at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.
Hongkong, 8th June, 1903. [1639]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 10th June, 1903, at 8 A.M., the Company's Steamship "OCEANIC", Captain Gaignes, with Mail, Passengers, Spices and Cargo, will leave this Port for MARSEILLES via BOMBAY.
This Steamship connects at COLOMBO with the s.s. Australia, which vessel takes on her Passengers and Mails, leaving that port on the 28th June, direct to Suez, Port Said and Marseilles.
Cargo and Spices will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 15th June. Spices and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 3rd June, 1903. [12]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE American Asiatic Steamship Co.'s

"ARARA"

will be despatched on THURSDAY, the 18th JUNE.

For Freight, apply to

SHAW, TOMES & CO., General Agents.

Hongkong, 4th June, 1903. [1618]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINSESS MARIE."

Captain Borchsenius, will leave for the above ports on or about the 20th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 3rd June, 1903. [1612]

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE."

1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 1st June, 1903. [1591]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK."

Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 6th June, 1903. [1645]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN."

Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 20th JUNE, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo in a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship

"GLENFARG."

Captain Holmes, will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 18th May, 1903. [1560]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"CHARLES TIBBERGHIE" 24th June.

"MACQUEEN" 10th July.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 5th June, 1903. [1125]

FOR SAMSHUT, via KONGMOON AND KUMCHUK.

THE Steamship

"PAK KONG"

will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to

KWONG WAN STEAMBOAT CO., LD., 15 and 16, Canton Road, Pray, West.

Hongkong, 6th May, 1903. [1538]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION, UNVALUED TABLE, DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st May, 1901. [330]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "OHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 1:30 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class .. \$15.00

2nd 7.00

3rd 3.30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Street West.

Hongkong, 18th May, 1903. [646]

NATAL LINE OF STEAMERS.

THE Underlying GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to Cape Town and Suez.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902. [18]

NOTICES TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM AND ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG."

Captain Jahrg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment to the Underlying and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 3rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 3 P.M.

No Fire Insurance will be effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd June, 1903. [1615]

OCEAN STEAMSHIP COMPANY, LIMITED, AND

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTZE"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 15th inst.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underlying on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd June, 1903. [10-12]

OCEAN STEAMSHIP COMPANY, LIMITED, AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TELEMACHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 15th inst.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underlying on or before the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1903. [10-12]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 10th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underlying.

DAVID SASSOON & CO., LD., Agents.

Hongkong, 8th June, 1903. [1667]

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 8th June, 1903. [1665]

"INDIA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAWADI"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th June, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

JARDINE, MATHEWSON & CO., Agents.

Hongkong, 8th June, 1903. [1665]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)

POST OFFICE NOTICES.

The *Ernest Simons*, with the French Mail of the 16th ult., left Singapore on Sunday, the 7th inst., at 6 p.m., and may be expected here on or about Sunday, the 14th inst., at daylight. This Packet brings replies to letters despatched from Hongkong on the 11th April.

MAILS WILL CLOSE.

FOR	PRE	DATE
Swatow and Bangkok	Phranang	Wednesday, 10th, 9.00 A.M.
Canton	Honam	Wednesday, 10th, 9.30 A.M.
Swatow, Amoy and Focchow	Haiching	Wednesday, 10th, 10.00 A.M.
Swatow, Amoy and Tamsui	Haiman	Wednesday, 10th, 10.00 A.M.
Singapore	Healthford	Wednesday, 10th, 10.00 A.M.
Amoy	Hong Wan I	Wednesday, 10th, 11.00 A.M.
Kobe	Eastern	Wednesday, 10th, 11.00 A.M.
Macao	Huangshan	Wednesday, 10th, 1.15 P.M.
Sandakan	Mausung	Wednesday, 10th, 2.00 P.M.
Shanghai	Kwanlee	Wednesday, 10th, 3.00 P.M.
Manila	Tremont	Wednesday, 10th, 4.00 P.M.
Moji, Kobe and Yokohama	Hiroshima Maru	Wednesday, 10th, 5.00 P.M.
Canton	Hankow	Wednesday, 10th, 5.00 P.M.
Macao	Wingchai	Wednesday, 10th, 5.00 P.M.
Namiao	Taike	Wednesday, 10th, 5.00 P.M.
Singapore, Colombo and Bombay	Nankin	Thursday, 11th, 10.00 A.M.
Singapore, Penang and Calcutta	Namsang	Thursday, 11th, 10.00 A.M.
Singapore, Penang and Bombay	Copri	Thursday, 11th, 10.00 A.M.

Europe, &c., India via Taticorin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Swatow, Chefoo and Tientsin
Yokohama and Kobe
Manila
Singapore, Penang and Colombo
Singapore, Penang and Colombo
Manila
Cebu and Iloilo
Shanghai, Chemulpo and Port Arthur

Europe, &c., India via Taticorin

Singapore, Penang and Calcutta

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Shanghai, Moji, Kobe, Yokohama, Victoria,
B.O. and Seattle
Manila
Tientsin

Europe, &c., India via Taticorin
(Late Letters 11.10 to 10.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.

Japanese Aerobats. Praya (opposite the Central Market), 12.50 and 5.30 p.m.

TO-MORROW.

Sale, Furnace, &c., Godown 29 of H. and K. Wharf & Co. Kowloon, Mr. Geo. P. Lamport, noon.

COMMERCIAL.

CLOSING QUOTATIONS.

9th June.	
TELEGRAPHIC TRANSFER	18 1/2
Bank Bills, on demand	18 1/2
Bank Bills, at 30 days' sight	18 1/2
Bank Bills, at 4 months' sight	18 1/2
Credit, at 4 months' sight	18 1/2
Documentary Bills, 4 months' sight	18 1/2
ON LONDON	
Bank Bills, on demand	210 1/2
Credit, at 4 months' sight	214 1/2
ON GERMANY	
On demand	171 1/2
ON NEW YORK	
Bank Bills, on demand	40 1/2
Credit, 60 days' sight	41 1/2
ON BOMBAY	
Telegraphic Transfer	125
Bank, on demand	125 1/2
ON CALCUTTA	
Telegraphic Transfer	125
Bank, on demand	125 1/2
ON SHANGHAI	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA	
On demand	81 1/2
ON MANILA	
On demand	1 p.c. pm.
ON SINGAPORE	
On demand	Nominal.
ON HATYANG	
On demand	101 1/2
ON HAIKONG	
On demand	1 p.c. pm.
ON SAIGON	
On demand	1 p.c. pm.
ON BANGKOK	
On demand	62
GOVERNMENT, Bank's Buying Rate	\$11.85
GOV LEAF, 100 fms, per ton	802
1 lb SILVER, per oz.	24 1/2

OPIUM.

9th June.	
Quotations are: Allow 'co net to 1 catty.	
Malwa New	\$1000 to
Malwa Old	\$1080 to
Malwa, Older	to
Malwa V. Old	\$1100 to
Portian fine quality	\$800 to
Portian extra fine	to
Patna New	\$1037 1/2 to
Patna Old	\$1024 to
Benares New	\$1047 1/2 to
Benares Old	\$1025 to

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer *Ernest Simons* left Singapore on the 7th inst., at 4 a.m., for this port via Saigon.

THE GERMAN MAIL.
The Imperial German mail steamer *Preussen* left Colombo on the 3rd inst., p.m., and may be expected here on the 14th inst.
The Imperial German mail steamer *Stuttgart* left Shanghai on the 8th inst., at 10 a.m., for this port via Focchow.

THE INDIAN MAIL.
The Indo-China steamer *Suisang* left Calcutta

for this port via the Straits on the 3rd inst., and may be expected here on the 16th inst.

THE CANADIAN MAIL.
The C.P.E. steamer *Empress of India* left Vancouver on the 25th ult., p.m., for Hongkong, via the usual ports of call.

THE AMERICAN MAIL.
The P.M. steamer *Siberia* left San Francisco for this port via Honolulu, &c., on the 26th ult.

RECHART STEAMERS.
The N.Y.K. steamer *Saio Maru* (European Line) left Shanghai for this port on the 8th inst., p.m., and is expected here to-morrow.

The German transport *Main* left Singapore for Mirs Bay on the 4th inst., at 10 a.m.

The P. & O. steamer *Ceylon* left Singapore for this port on the 8th inst., at 6 a.m.

The C.M. steamer *Onyx*, from Tacoma, left Moji on the 7th inst. for this port.

The "Ben" Line steamer *Beauvieu*, from Antwerp and London, left Singapore on the 7th inst. for this port.

The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Kobe via Moji for this port on the 7th inst., p.m., and is expected here on the 14th inst.

The N.Y.K. steamer *Kumano Maru* (Australia Line) left Kobe via Nagasaki and Moji for this port on the 9th inst., and is expected here on the 16th inst.

The steamer *Kish*, from New York, left Singapore on the 5th inst., via Manila, and is expected here on the 18th inst.

The A.L. steamer *Moravia* left Moji for this port on the 9th inst., p.m.

The Boston Tow Boat Co.'s steamer *Lyra* arrived at Mororan on the 23rd ult.

The N.P. steamer *Olympia* arrived at Yokohama on the 3rd inst.

The N.P. steamer *Tacoma* left Victoria (B.C.) for the usual ports on the 25th ult.

The steamer *Admiral* left San Francisco for Japan and Hongkong on the 23rd ult.

The C.N. steamer *Taiwan*, from Australian Ports, left Sydney on the 29th ult., and is expected here on the 1st inst.

STEAMERS PASSED THE CANAL.

April 14th—*Rasella*, 21st—*Benetuch*, *Nestor*, 24th—*Boatman*, *Admiral*, 18th—*Enders*, *Heckman*, 1st May—*Trinite*, 5th—*Badema*, 12th—*Seisec*, 20th—*Tein*, 10th—*Tennet*, *Ernest Simons*, 19th—*Andria*, 22nd—*Konigsberg*, *Sauki Maru*, *Prometheus*, *Tung-shing*, 26th—*Preussen*, *Wurzburg*, *Benetich*, *Lenia*, 28th—*Stentor*, *Nippon*, 2nd June—*Socotra*, *Banea*, *Hamburg*, *H. Ischi Maru*, *Margaret*, *Baqnehem*, *Japan*, *Freiburg*, *Melange*, *Erzherzog*, *Franz Ferdinand*, *Horsley*, 5th—*Pinguey*, *Hokata Maru*, *Polymen*, *Tykeu*.

ARRIVALS AT HOME.

Feb. 6th—*Borden*, *Knight*, *Konig*, *Albert*, *Ulysses*, *Adolph*, *Obrig*, 10th—*Lucas*, 17th—*Comet*, 20th—*Peles*, 24th—*Princess Irene*, 27th—*Orono*, 3rd Mar.—*Kelot*, 6th—*Atlas*, 13th—*Ger*, 10th—*Polynae*, 13th—*Dermata*, 17th—*Biogun*, 20th—*Mogul*, 3rd April—*Manuel Ligano*, 14th—*Pythius*, 17th—*Diamond*, 21st—*Austria*, *Dardanus*, 24th—*U. Ford*, *Luzon*, 28th—*Ara Maru*, *Gibraltar*, 1st May—*Glenyrie*, 4th—*Alachon*, *Sydney*, 9th—*Prinz Heinrich*, *Malla*, 11th—*Formosa*, 12th—*Indradjo*, *Shimoza*, *Kamakura Maru*, 15th—*Kintuck*, *Sachse*, 18th—*Candia*, *Damberg*, *Andalusia*, 28th—*Yonkin*, 29th—*Glaucus*, *Glenarrel*, 2nd June—*Isaba Maru*, *Yorpa*, 4th—*Jaquet*, *Prinzessin*, *Kiawehon*.

PASSENGERS.

Per *Haiman*, from Tamsui, &c., Mr. Doider.

Per *Haiman*, from Tamsui, &c., Mr. Doider.

Per *Haiman*, from Tamsui, &c., Mr. Doider.

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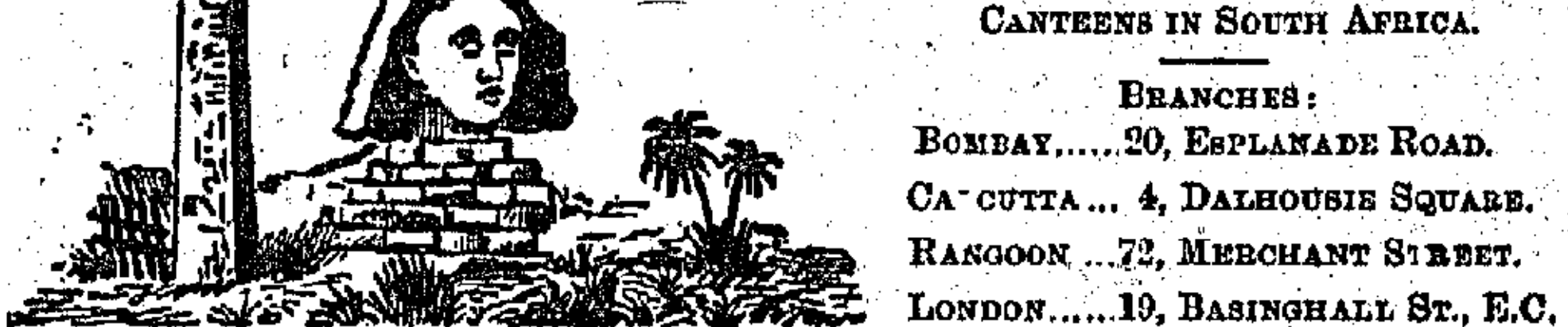


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THERAPION No. 1 is a powerful and effective remedy for the treatment of all the diseases of the lower bowel, such as dysentery, diarrhea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life.

THERAPION No. 2 is a powerful and effective remedy for the treatment of all the diseases of the blood, such as scurvy, piles, spots, blotches, and all the diseases of the skin, such as ringworm, acne, psoriasis, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life.

THERAPION No. 3 is a powerful and effective remedy for the treatment of all the diseases of the nervous system, such as neuralgia, sciatica, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life.

THERAPION is a powerful and effective remedy for the treatment of all the diseases of the system, such as scurvy, piles, spots, blotches, and all the diseases of the skin, such as ringworm, acne, psoriasis, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life.

Sold by A. S. WATSON & CO., LIMITED Hongkong, China, and Manila.

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THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

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[2119-1]

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HONGKONG-CANTON LINE.

S.S. "HONAM," 2333 tons, Captain H. D. Jones.
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S.S. "FATSHAN," 2260 tons, Captain A. W. Dixon.
S.S. "HANKOW," 2073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 2260 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at about 7 a.m., 10 a.m. and 6 p.m. except Saturday at 7 a.m. and 10 a.m. and Sunday at 6 p.m. only.

Departures from Canton to Hongkong daily at about 8 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

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HONGKONG-MACAO LINE.
S.S. "REUNGSHAN," 1398 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 p.m., as per special schedule } Sunday
Do. from Macao to Hongkong daily at about 7.30 a.m. } excepted.

CANTON-MACAO LINE.
S.S. "LUNGSHAN," 219 tons, Captain T. Homlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.
S.S. "NANNING," 2509 tons, Captain R. D. Thomas.
S.S. "SAINAM," 2588 tons, Captain B. Branch.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.,
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Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

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